Amendments to the Specification:

Please amend the following paragraphs of the Specification as indicated below:

[0014] Figures 1A, 1B, 1C and 1D in the aggregate are~~Fig. 1 is~~ a schematic illustration of a vehicle drivetrain using the centrifugal clutch and engine fuel control of the present invention.

[0022] An at least partially automated vehicular drivetrain system 10 using the centrifugally operated friction master clutch and control of the present invention is schematically illustrated in Figures 1A, 1B, 1C and 1D in the aggregate~~Fig. 1~~. System 10 may be fully automated, as seen by way of example in U.S. Patent No.: 4,361,060, partially automated, as seen by way of example in U.S. Patent No's: 4,648,290 and 5,409,432, or manual with controller assist, as seen by way of example in U.S. Patent No's. 4,850,236; 5,582,558; 5,735,771; and 6,015,366.

[0026] As may be seen from Figures 1A, 1B, 1C and 1D in the aggregate~~Fig. 1~~, centrifugal clutch 20 requires no external clutch actuator and is operated as a function of the rotation speed (ES) of the engine. Centrifugal clutch 20 also requires no connections to operating linkages, command signal inputs, power electronics and/or compressed air and/or hydraulic conduits. The most economical application of the present invention is with a dry clutch, however, the present invention is also applicable to wet clutch technology.